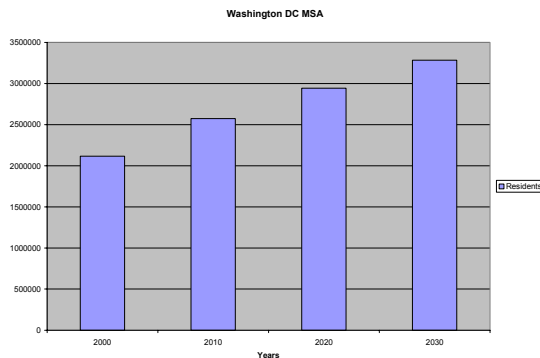


Project Benefit/Compatibility – TAB 5

5a. Describe the significant benefits to the community, region or state. Identify any state benefits resulting from the project including the achievement of state transportation policies or other state goals.

Anyone who has traveled in the Dulles Corridor recently knows that the area is booming. Unemployment is at record lows. New jobs are being created daily. More houses are



being built and offices constructed. All of this means more people and more traffic. While the extension of Metrorail towards Dulles Airport will provide a way to help alleviate this congestion, more road capacity is also needed to handle the needs of a growing population. The Metropolitan Washington Council of Governments recently updated its forecasts for population and growth in the greater Washington region. The Round 7 Forecasts predict that

by 2030 the region will add 1.4 million in jobs – of which Fairfax County will pick up a significant portion and 2.1 million people who are most likely to settle in Fairfax, Loudoun and Prince William Counties, putting even more pressure on the Dulles Corridor transportation infrastructure. The improvements proposed by the Dulles Express will provide significant benefits to the region, delivering needed traffic relief and meeting regional transportation goals of enhancing mobility and improving quality of life. These improvements are achieved with no impact on the state's credit, thus freeing up funds for other needed transportation improvements.

Improving the Dulles Toll Road is in line with many of the recommendations of the VTRANS 2025 Multimodal Plan. Among the VTRANS 20205 recommendations supported by the Dulles Express plan are:

- Recommendation 1 – Substantially raise state investment in transportation in order to maintain the existing system in good, safe condition and expand capacity to meet growing needs. User fees...and greater use of tolling and General Funds must be considered in order to address investment needs and increase system capacity.
- Recommendation 2 – As new revenues become available, state support for public transit should be increased to expand service and provide increased mobility and travel choices.
- Recommendation 10 – Projects that connect travel modes will receive increased consideration in modal plans and funding decisions.
- Recommendation 13 – Significantly increase investment in advanced technologies and demand management strategies that maximize efficiency of the existing transportation system and improve travel by managing the system better.

Widening of the Dulles Airport Access Road is included in the Constrained Long Range Plan for the National Capital Region for 2004-2030. The project is estimated to cost \$40 million in current dollars though no source of funds is available for this work. The Dulles Express proposal replaces the need for this expenditure while still creating needed capacity in the Dulles corridor. Many of the other improvements suggested to be funded with the money made available to the Commonwealth as outlined in Section 3, including widening of Route 28 to eight lanes and the construction of various interchanges along the corridor, along with interchange improvements along the Dulles Toll Road, are also included in the COG plan.

Allowing the project to be financed through a concession arrangement delivers a nearly \$5.7 billion benefit to the Commonwealth, ensuring the viability of the Dulles Toll Road and freeing up scarce transportation resources for other priorities.

5b. Describe significant benefits to the state's economic condition. Discuss whether this project is critical to attracting or maintaining competitive industries and businesses to the state or region.

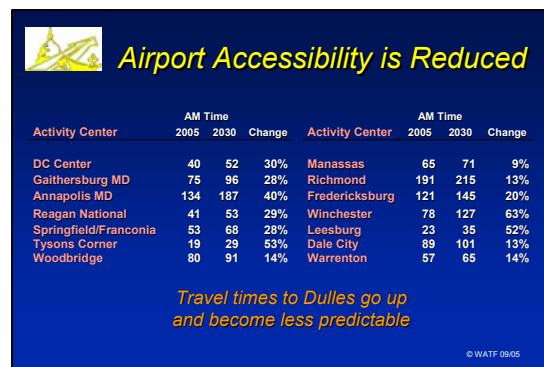
Summary of Economic Impacts 2002

IMPACT CATEGORY	TOTAL	NATIONAL	DULLES
JOBS			
SITE-GENERATED			
DIRECT	27,561	8,100	18,042
INDUCED	10,387	2,323	7,064
INDIRECT	8,752	1,228	5,515
TOTAL DIRECT, INDUCED, INDIRECT	46,699	12,270	21,421
VISITOR INDUSTRY	117,101	55,426	61,675
TOTAL	163,799	68,696	83,096
PERSONAL INCOME (BILLIONS)			
SITE-GENERATED			
DIRECT	\$1,375	\$ 411	\$ 964
RE-SPENDING	882	206	597
INDIRECT	258	48	210
TOTAL PERSONAL INCOME	2,415	745	1,671
VISITOR INDUSTRY	2,599	1,230	1,369
INCLUDING RE-SPENDING AND INDIRECT	\$2,015	\$1,015	\$2,040
BUSINESS REVENUE (BILLIONS)			
SITE-GENERATED			
DIRECT	\$4,762	\$1,062	\$3,710
VISITOR INDUSTRY	4,741	2,344	2,497
TOTAL	\$9,503	\$3,406	\$6,097
STATE AND LOCAL TAXES (BILLIONS)			
SITE-GENERATED	\$ 227	\$ 76	\$ 161
VISITOR INDUSTRY	258	126	132
TOTAL	\$ 485	\$ 202	\$ 293
FEDERAL AVIATION SPECIFIC TAXES (BILLIONS)	\$ 282	\$ 96	\$ 206

Source: MWAA, 2002 Regional Impact Study

Yet that growth and economic strength is threatened by growing congestion. This congestion could result in companies looking to other locations for operations. The congestion also makes Dulles a less attractive airport compared to other gateways. Congestion in the corridor could force people to look at other facilities in Baltimore or Richmond where they can be assured of reaching the airport without excessive traffic. The chart above makes clear the results of underinvestment in the transportation infrastructure serving Dulles airport.

The emergence of the Dulles Corridor as one of the nation's fastest growing job markets can be clearly tied to two factors – the growth of Dulles Airport and the Dulles Toll Road. Dulles Airport serves as an anchor for development in the corridor, allowing companies to easily reach their customers and serving as an economic engine in its own right as one of the few airports in the country with the ability to expand service capacity. At the same time, the Dulles Toll Road gets these people to their jobs, allows cargo to be delivered to the airport, and serves as a gateway for the National Capital Region.



Travel times to the airport are expected to increase significantly by 2030, making the decision for passengers and cargo to flee to other airports even easier.

Our plan, which makes needed improvements to the Dulles Toll Road, adds capacity in the Toll Express Lanes, and makes other needed improvements in the region, and will keep the Dulles Corridor strong and well positioned as a center of economic activity well into the future.